vided in a floor of the passenger cabin. For this purpose, the fastening apparatus may have, for example, a quick-action fastener which can be engaged in a latching manner within the seat rail. The sleeping box can then be installed particularly quickly and easily at a desired position in the passenger cabin. The sleeping box can also be repositioned in a simple manner in the course of a reconfiguration of the passenger cabin. Finally, a fastening apparatus which is configured to interact with a seat rail which is present, in any case, in the floor of the passenger cabin, makes it possible to dispense with an additional fastening apparatus on the aircraft.

[0013] In addition, or as an alternative, to this, the fastening apparatus may be configured to fasten the sleeping box to a further sleeping box such that a floor of the casing of the sleeping box borders on a ceiling of the casing of the further sleeping box. In other words, the fastening apparatus may be configured to connect two sleeping boxes which are stacked one above the other, to one another. The fastening apparatus may, in turn, have a latching fastener or quick-action fastener and be configured to interact with a fastening apparatus which is complementary to it and which is provided in the area of an outer face of the ceiling of the casing of the further sleeping box.

[0014] The fastening apparatus of the sleeping box may also be configured to connect the sleeping box to at least one further sleeping box in such a way that a side wall of the casing of the sleeping box borders on a side wall of the casing of the further sleeping box. The fastening apparatus of the sleeping box then additionally serves to connect sleeping boxes which are arranged side by side, and likewise preferably comprises a latching and/or quick-action fastener apparatus in order to permit quick and convenient connection of two sleeping boxes which are arranged side by side.

[0015] In its interior space, the sleeping box is preferably equipped with a reclining cushion which may be provided in the area of an inner face of the floor of the casing. A head cushion may also be provided which may be fastened to the inner face of the floor of the casing or to the reclining cushion which is provided in the area of the inner face of the floor of the casing. The sleeping box may also comprise at least one gripping recess which is formed in an inner face of the floor of the casing and/or of the side wall of the casing, which inner face faces towards an interior space of the sleeping box. A number of gripping recesses are preferably provided, which are formed in a row, one behind another, in the inner face of the floor of the casing and/or of the side wall of the casing which faces towards the interior space of the sleeping box. In one particularly preferred embodiment of the sleeping box, there are provided, in the inner face of the floor of the casing, two rows of gripping recesses which each extend parallel to the longitudinal axis of the casing in a manner adjacent to a side wall of the casing.

[0016] The sleeping box may also be equipped with at least one grip rail. The grip rail may extend parallel to the longitudinal axis of the casing. The grip rail may be fastened to an inner face of the ceiling of the casing and/or of the side wall of the casing, which inner face faces towards an interior space of the sleeping box. One preferred embodiment of the sleeping box is equipped with two grip rails which are each fastened to that inner face of the ceiling of the casing which faces towards the interior space of the sleeping box, and extend parallel to the longitudinal axis of the casing in a manner adjacent to the side walls of the casing.

[0017] The sleeping box may also comprise at least one gripping element which may be fastened to the inner face of the ceiling of the casing which faces towards the interior space of the sleeping box, and/or to the grip rail. The gripping element may be designed, for example, in the form of a gripping loop and consist of a plastic material. If desired, the gripping element may be fastened so as to be displaceable parallel to the longitudinal axis of the casing. For example the gripping element may be displaceable along a rail which may be attached to the inner face of the ceiling of the casing which faces towards the interior space of the sleeping box. As an alternative to this, however, the gripping element may also be fastened in a displaceable manner to a grip rail which extends parallel to the longitudinal axis of the casing and is mounted on the inner face of the ceiling of the casing or of the side wall of the casing. This makes it possible to dispense with additional components for mounting the gripping element. A sleeping box which is equipped with at least one gripping recess, at least one grip rail and/or at least one gripping element not only offers simplified access into the sleeping box but also permits quicker, easier and therefore safer evacuation of a person from the sleeping box.

[0018] In one preferred embodiment of the sleeping box, inner faces of the floor of the casing, of the ceiling of the casing, of a rear wall of the casing and/or of the side walls of the casing, which inner faces face towards the interior space of the casing, are padded, at least in certain sections, by cushioning. This considerably reduces the risk of injury to a passenger occupying the sleeping box in the event of a crash or other action or incident. In addition, it is then possible, if the inner faces of the casing of the sleeping box are configured in a padded manner, to dispense with providing the sleeping box with a safety belt.

[0019] In addition, or as an alternative, to this, the sleeping box may be equipped with an inflatable airbag which is configured to deploy in the direction of the interior space of the sleeping box if necessary. The airbag ensures further cushioning of the inner faces of the casing and thus makes it possible to further reduce the risk of injury to a passenger accommodated in the sleeping box in the event of a crash or other action or incident. The airbag should be designed in such a way that it permits, even in the deployed state, unimpeded evacuation of the passenger from the sleeping box. This can be guaranteed if the airbag is so dimensioned that it forms, in the deploying state, a gas-filled cushion about 5 to 10 cm thick which extends over at least part of the inner faces of the casing of the sleeping box. The airbag may be provided with a triggering mechanism which ensures deployment of the airbag when a predetermined acceleration acts upon the sleeping box. The acceleration acting upon the sleeping box may, for example, be measured by suitable acceleration sensors. As an alternative, or in addition, to this, it is also conceivable to equip the airbag with a triggering mechanism which can be activated by a signal which is inputted manually by a member of the cabin crew or the pilot. This activating signal may be transmitted, for example, by a cabin communication system of the aircraft.

[0020] Finally, the interior space of the sleeping box is preferably designed so as to be devoid of edges and corners in order to protect a passenger who is occupying the sleeping box from injuries. The casing of the sleeping box may comprise or consist of a plastic material or a fibre-reinforced plastic material. The sleeping box then has a low weight. The